









the students of history, the time when events transpired, as our geographical maps portray the place, where, this is done by means of a magnificent chart, or "mind picture" of the history of the world since the creation up to last year. The compilation of such a chart is a task of stupendous magnitude; but the work expended secures a great and worthy result. It is difficult to give an idea of a work so unique and marvellous; but briefly the principle of the panorama is this:—Each century is subdivided into decades, or periods of ten years, by the red lines running transversely across the chart, while occasionally—the space of one year is indicated by short red lines across the stream of time. Time being thus divided into centuries and decades (with one year indicated), the nations and kingdoms are represented by the various coloured streams, running parallel with the stream of time, and brought in the subdivisions and subdivisions. The chart is well worth inspecting, and we have no doubt there will be many who will invest the modest figure desired for this wonderful aid to education, to memory and to the realisation of ancient and modern, sacred and profane history.

The N.C. Daily News gives the following as the result of the rifle match between S.V.C. and the A. & B. (Albionian) Companies of Cheshire R.V.:

Shanghai Volunteer Corps—  
Total score.....822 points.  
Highest individual score.....91  
A. & B. (Albionian) Companies—  
Total score.....738 points.  
Highest individual score.....96

Shanghai wins the match by 84 points, but the Cup for the highest individual score goes to one of the Cheshire team, who has well earned it with the splendid total of 91 points out of a possible 105.

We have received the valuable book of generalities issued annually from the N.C. Herald office, the "Translations of the Peking Gazette," which is well got up and carefully printed in a style uniform with previous issues. A comprehensive and systematic index under six heads, for purposes of classification, has been made, with a view to ready reference, under six principal headings, viz:—Court Affairs, Judicial and Revenue Administration, Civil and Military Administration, Instruction, Worship and Usages, External Relations, and the Provinces. Under each of these main divisions, the subjects are still further arranged in appropriate categories. This very greatly increases its value as a work that so often has to be referred to. We hope to make frequent use of its pages, and can do so with confidence that they are trustworthy and carefully compiled, and that the references desired are easily to be obtained. We quote the preface:

"The downfall of Chung Hoo, late Ambassador to Russia, forms the principal event in the political history of China during the year 1880. Though the published documents relating to his disgrace, and the subsequent remission of the severe sentence that was passed upon him, give but a meagre idea of the conflicting opinions that agitated the leaders of the Government during an anxious period, they cannot fail to be of interest to those who have watched with any attention the progress of negotiations that at one time threatened to end in a disastrous war, now happily averted. The collection of reports that have been sent in from all the provinces in answer to the Decree of March, 1880, calling for reductions in expenditure and reforms in fiscal administration contain information of a novel and valuable nature. Special care has also been taken to collect all statistics of revenue that have been published, in the hope that by a continuous practice for a series of years sufficient data will in time be furnished for the compilation of an approximate estimate of the revenue of the Chinese Empire."

We (Catholic Register) are glad to learn from the Macao Bulletin that the Rev. Francisco Xavier Cortella, the popular Vicar of San Lourenço Church, has been appointed a Canon. The numerous friends of the Rev. gentleman will receive with joy the news of the honor conferred on him. The Rev. Baptista succeeds him as Vicar.

The following is from the report of the Directors of the Great Northern Telegraph Company:

"The Directors had every reason to be satisfied with the decision arrived at by the new Repairing Steamer should be acquired. This vessel, which had been named the *Store Nordisk*, although not ready for sea until September last, had already done good service, and had proved herself fully equal to the company's other vessels. The *Store Nordisk*, now stationed in China. The latter would return to Europe, and would in the course of this summer be replaced by the *Store Nordisk*.

The Japan Gazette writes:—Captain Charles Henry Nelson, who is in command of the American corvette *Annis S. Hall* now lying in this port, is a grand-nephew of the illustrious Admiral Viscount Nelson K.B., England's greatest naval hero, and has in his possession an engraved fac simile of a letter written by Lord Nelson after the loss of his arm, showing that the man of war always found time in the midst of his multifarious duties to think of his relatives and to show his filial affection. The letter was written at Palermo on the 15th August, 1799, and reads:—

"My Dear Father,—His Sicilian Majesty having created me a Duke by the title of Bronte to which he has attached a fund of £10,000 a year, to be paid to me, I shall certainly not omit this opportunity of being useful to my family always reserving a right to the possessor, of leaving one third of the income for the payment of legacies, I shall first go to you my Dear Father, and in succession to your Elder Brother and children male, William the same Mrs Bolton Bays, Mrs Malachans and my nearest relations, for your natural life, the estate shall be taxed with £200 a year but this is not to be drawn into a precedent that the next heir may expect it, so my beloved Father receive this small tribute as a mark of gratitude to the Best of Parents from His Most Dutiful Son, Nelson."

This letter was presented to Captain Nelson by a friend of his, and was graciously received by him. The letter, who was Lord Nelson's sister.

Over the signature of "J. H. S.," a passenger on the M. M. steamer *Djemah*, written May 1st, the day before the steamer arrived at Aton, a long chatty letter to the *Canton Observer* concerning his voyage, in which he mentions that one of the passengers on the ship was the Chief Justice of Hongkong, Sir John Single, and a genial warm-hearted old gentleman he is. He is looking very feeble, and I am afraid will never be able to return to the East to resume his judicial functions there. As a brief notice of Sir John's fellow-passengers may be of interest to some of his friends here, we may mention that "J. H. S." remarks that "there are about 200 on board, of many nationalities—English, Scotch, Dutch, French, Malay, Japanese, Chinese, Kaffir, &c. The great social and good fellowship prevail on board. We have music, singing, and games of various kinds. We have two Roman Catholic Bishops on board—one of them talks English fairly well, and many are the arguments carried on, his favourite subject being education. The children are from Java and Batavia, minus an exact, their morning dress, sarongs and long jackets, being a costume common, I believe, in Colombo some 30 or 40 years ago. Some of these ladies talk English, and they are very entertaining. The children are about 30 of them, and the noise, romping, and mischief they are up to on an evening on deck are enjoyable. Somehow one feels happy watching the little ones so joyous and so full of spirit."

Mitchell's Maritime Register of the 22nd April has the following paragraph regarding submarine defences:—

"Having been resolved to protect some of the most important British military stations by a comprehensive scheme of submarine mining defences, this is now being carried out at some of them, including Gibraltar, Malta, Halifax, Bermuda, Esquimaux, Sydney, West Indian Islands, Hongkong, Singapore, and Ceylon. The chief feature of the system adopted consists of a series of mines, each of two descriptions, viz., those which explode upon contact with a vessel, and ground mines which are discharged by electricity from the shore at the moment of the vessel passing over the spot. In order to carry out this last object the exact points at which the ground mines are to be placed are clearly laid down and known to the Commanding Royal Engineer at the station, and being connected with electric wires (covered with india-rubber) with the station on land can be discharged with perfect accuracy at the moment of the vessel passing over the spot. The mines, however, are not laid down in time of peace, but are kept in readiness available for completion in a very few hours. The stations thus protected are also supplied with the line-light apparatus, so that in the event of a night attack the position of the mine can be clearly ascertained. It was at first intended that a portion of the infantry at the different stations should be drilled in the use of these terrible weapons of destruction, but the idea has had to be abandoned, and specially trained men of the Royal Engineer Corps are now stationed at the various points for the purpose of taking charge of and working them. With a view to further improving the efficiency and uniformity of the defence, a handbook on the subject will shortly be issued by War Office authority. The system is not confined to the fortresses, but is a very extensive plan of submarine mining and torpedo defence has been carried out at all the home naval stations and at the mouths of the principal commercial rivers, including the Thames and Mersey."

In the N.C. Daily News translations from the Peking Gazette, April 20th, appears that of an application from the Governor of the province of Szechuan, to the Emperor, upon the request and nobleship of Yang K'ou (Nanchang) to whose efforts are attributed the increase in the *lekin* revenue at that port since 1880. The 350,000 and upwards were collected by him, which is several fold more than the total of the previous period. Granted by Rescript.

To one who will take the trouble to look over the Spring Rifle Competition and then enquire "Who's who," it will appear that the late Duke of Devonshire has been helped him his little eye. We are proud of the position earned by the testifiers this year, and look forward to the time when they shall win all the prizes. Cold water does not dazzle the eye nor unsteady the nerve. It rather clears the vision and gives the marksmen for the contest. —*Temperance Union*.

**Police Intelligence.**  
(Before the Hon. M. S. Tomochy.)  
Wednesday, June 8.

**ROBBERY OF OPIUM.**  
Pau Afuk and Lo Lou Po, light-house keepers, charged with stealing 48 lbs of opium, and whose case has been remanded several times, were again before the Court to-day.

Asam deposed that he was a fisherman belonging to Ling Ting and was partner of a boat of that place. On the 15th of April this year himself, Cheung Leung Fung, and Lau Akam arrived here in a fishing boat from Ling Ting, and anchored off Lap-swan, about four in the afternoon. Cheung Leung Fung went on shore to buy rice. He returned about sunset to the boat, and told witness something. On the following afternoon about four o'clock they went ashore. They saw Kam Aki, and witness received from him 48 balls of opium. Some of them were in baskets and the others in bags made of mat. The balls weighed more than three catties each. These were taken off to the boat, and they left about 7 in the evening for Haiphong. The same persons were in the boat as before. They rowed through the harbour. Near the light-house at Sap-ki-wan they saw a steam launch coming towards them. When the launch was close to the boat the men in it called out "suu-guee." On hearing this cry the course of the fishing boat was changed to the direction of the light-house. The opium was taken on shore about five o'clock in the evening. Cheung Leung Fung carried another 12 balls, and Fung Akam had 23 balls, contained in a bag and a basket. About five o'clock they started for Victoria. Lau Akam went first. After passing the light-house, witness and witness observed two men running after them. They each had a spear, and pointed them at the witness's party as though they were to stab

them. One of the men came close to him and took the bag containing the opium from him. The second defendant was the man. After the man took the opium witness ran, as he was frightened of being stabbed. He then noticed that the first defendant took the opium which Cheung Leung Fung had. The defendants then went back to the light-house. They had taken 28 balls. (Witness had a remarkably vague idea of the value of opium. He was of opinion that each ball was worth more than \$10 and less than \$20). Witness and Cheung Leung Fung went to the light-house and begged them to return the opium. The prisoners said something witness could not understand and then rolled up their sleeves and showed their fists. Witness ran off, and afterwards returned to Victoria. The steamer launch took their boat away. They met—Kung Akam, Kan Aki, and several others in the launch. He was sure that Kan Aki was there. On the 19th April they returned to their native place, Aki having gone previously. Witness said he did not see Aki himself, but was told that he was there. On arrival at Haiphong witness went to Kan Aki's house, and saw him.

By Mr Deanya:—Witness belonged to Haiphong as did also the other partners. The distance from Ling Ting was about three or four days' voyage. This was the first occasion on which he had seen Kan Aki. He had no home for his boat. His was a fresh fish boat. He had never seen the defendants before. He had never been in Hongkong before as he had no occasion to call there. It was about eleven o'clock when the steam launch came. Witness was in the launch. He was not sure whether it was a Chinese or a British steam launch. They rowed off when they heard the word "suu-guee." He admitted they were trying to smuggle. The launch took their boat, the forepart of which was on the dry land. Although the water was shallow, where the five balls of opium fell, the night was dark. They were not taken by the customs people. None of them slept that night. They were all afraid to go back to Victoria. He thought he was breaking the British law. He thought he was breaking the law of the Queen. 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## Insurances.

NOTICE.  
QUEEN FIRE INSURANCE COM-  
PANY.

THE Undersigned AGENTS for the above Company are prepared to accept Risks on First Class Goods at 1 per cent. net premium per annum.

NORTON & Co.,  
Agents.  
Hongkong, May 19, 1881.

CHINESE INSURANCE COMPANY  
(LIMITED.)

## NOTICE.

POLICIES GRANTED at current rates on MARINE RISKS to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH,  
Secretary.  
Hongkong, April 6, 1881.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.  
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

Fire Department.  
Policies issued for long or short periods at current rates.

Life Department.  
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.,  
Hongkong, July 25, 1872.

## MANCHESTER FIRE INSURANCE

## COMPANY OF

## MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £100,000

Reserve Fund upwards of £120,000

Annual Income £250,000

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.,  
Hongkong, October 15, 1868.

THE MAN ON INSURANCE COM-  
PANY, LIMITED.

## HEAD OFFICE—HONGKONG.

CAPITAL, FULLY SUBSCRIBED, \$1,000,000.

Board of Directors.

KOH MOON WAH, Esq., Chairman.

PAN HUP, Esq., LEONG ON, Esq.,  
K. YIN KAI, Esq., CHONG PENG, Esq.,  
QUAN HOI CHINE, Esq.,  
KWOK YIN KAI, Esq., Manager,  
WOO LIN YUEN, Esq., Assistant Secretary.

THE Company grants POLICIES on MARINE RISKS to all parts of the World, payable to any of its AGENTS.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, Queen's Road West,  
Hongkong, March 14, 1881.

YANGTSE INSURANCE  
ASSOCIATION.

CAPITAL (Fully Paid-up) ... \$1,400,000.00

PERMANENT RESERVE ... \$1,200,000.00

SPECIAL RESERVE FUND ... \$1,288,036.17

TOTAL CAPITAL AND ACCUMULATIONS, 2nd April, 1881 ... \$3,888,036.17

Directors.

F. B. FORBES, Esq., Chairman.

W. M. BOYD, Esq., W. M. MEYER, Esq.,  
J. H. PINCKNEY, Esq., F. D. HITCH, Esq.,  
Esq.

HEAD OFFICE—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs BARNES BROTHERS & Co.,  
68 and 69, Cornhill.

Policies granted on Marine Risks to all parts of the World.

Subject to a Charge of 12 1/2 per cent for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the Premium paid by them.

RUSSELL & Co.,  
Agents.

Hongkong, May 20, 1881.

THAMES AND MERSEY MARINE  
INSURANCE COMPANY,  
LIMITED.

HEAD OFFICE—4, ROYAL EXCHANGE,  
BUILDINGS, LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept MARINE RISKS at current rates, allowing usual Discounts.

ADAMSON, BELL & Co.,  
Agents.

Hongkong, May 3, 1881.

PRUSSIAN NATIONAL INSURANCE  
COMPANY, OF STETTIN.

THE Undersigned having been appointed Agents for the above Company, are prepared to Grant Insurances against FIRE

at current rates.

MEYER & Co.,  
Agents.

Hongkong, May 10, 1881.

## Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated, from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with which we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

## List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8400 volumes) and Museum.—Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.

Lasitau Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. & A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zealand Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

## Stores, Books, &amp;c.

General. Outfitter, Hosier, Tailor, &c.—T. N. DISCOLL, 45 and 47, Queen's Road, by special appointment to H.B. the Governor.

Chronometers, Watches, Jewellery, Maps and Charts.—G. PALCOYER & Co., Queen's Road Central.

American and English Stores, Books, and specially selected Cigars.—MAC- EWEN, FRICKEL & Co.

## Chair and Boat Hire

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR DRIVERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullagey Boats.

Half hour, ... 10 cts. Hour, ... 20 cts. Three hours, ... 60 cts. Six hours, ... 70 cts. Day (from 6 to 6), One Dollar.

To VICTORIA PEAK, Single Trip.

Four Coolies, ... \$1.00

Three Coolies, ... 0.85

Two Coolies, ... 0.70

Return (direct or by Pak-fo-tum).

Four Coolies, ... \$1.50

Three Coolies, ... 1.20

Two Coolies, ... 1.00

To VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).

Single Trip.

Four Coolies, ... \$0.60

Three Coolies, ... 0.50

Two Coolies, ... 0.40

Return (direct or by Pak-fo-tum).

Four Coolies, ... \$1.00

Three Coolies, ... 0.85

Two Coolies, ... 0.70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak) ... \$0.75 each Coolie. (12 hours) (Gap) ... \$0.60 each Coolie.

Licensed Bearers (each).

Hour, ... 40 cents.

Half day, ... 35 cents.

Day, ... 50 cents.

## BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900 piculs, per Day, ... \$1.00

1st Class Cargo Boat of 8 or 900 piculs, per Load, ... 1.00

2nd Class Cargo Boat of 600 piculs, per Day, ... 1.50

2nd Class Cargo Boat of 600 piculs, per Load, ... 1.50

3rd Class Cargo Boat or Ha-kan Boat of 300 piculs, per Day, ... 1.50

3rd Class Cargo Boat or Ha-kan Boat of 300 piculs, per Load, ... 1.50

4th Class Cargo Boat or Ha-kan Boat of 300 piculs, Half Day, ... 50

Sampans.

or Pullagey Boats, per Day, ... \$1.00

One Hour, ... 50

Half an Hour, ... 10

After 6 p.m., ... 20 cents extra.

Nothing in this Scale prevents private agreements.

## THREE COOLIES.

Scale of Hire for Street Coolies.

One Day, ... 30 cents.

Half Day, ... 20

One Hour, ... 5

Half Hour, ... 3

Nothing in the above Scale to affect private agreements.

## Hongkong Rates of Postage.

(Revised December 1st, 1880.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets or papers may be sent at Book Rate. Two ounces, not must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books. But, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents. The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 3 inches.

Not means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, &c. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, the Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Borneo, Labuan, with all Danish, French, Netherlands, Portuguese, and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route.

Letters, 10 cents per oz.

Post Cards, 8 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and Comm. Papers, 3 cents per oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom.

Letters, 10

Registration, None.

Newspapers, 2

Books & Patterns, 3

West Indies (Non Union), Bolivia, Costa Rica, Guatemala, Granada, Nicaragua, Panama, Paraguay.

Letters, 20

Registration, None.

Newspapers, 5

Books & Patterns, 5

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Galle, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

Batavia, the Cape, St. Helena, and Ascension, via Aden, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

A small extra charge is made on delivery.

† There is Registration to British W. India.

† Registration via San Francisco, 10 cents.

† Cannot be sent via San Francisco.

## LOCAL POSTAGE.

Between Hongkong, Canton, Shanghai, Amoy, Swatow, and other ports of the following (through a British Agent):

Letters, 10 cents.

Post Cards, 8 cents.

Newspapers, 2 cents.

Books, 3 cents.

Patterns, 3 cents.

Registration, 10 cents.

Not to be sent via San Francisco.

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## Local Parcel Post.

Small Parcels may be sent by Post between any of the Post Offices in China or Japan, as well as to Macao, Peking, Singapore, Penang, and Malacca. They must not exceed the following dimensions: 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The postage is 20 cents per lb., which includes Registration except to Japan, to which country parcels are forwarded at Book Rates, and the optional. The parcels may be wholly closed if they bear this special endorsement, PARCEL, CONTAINING NO LETTERS, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as handbells, &c.), Glass, Liquids, explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels will as a general rule be forwarded by Private Ship, not by Contract Mail Vessel. The Post Office reserves the right of changing the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel, but the system of Registration will secure the safety of parcels by a very remote probability of loss.

4. The public are cautioned not to send parcels by facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, in general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows: Books and Papers to British Office, 5 lbs.; to the Continent, &c., 4 lbs. Patterns to British Office 5 lbs.; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Letter.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.